

Today's
Advertisements.

**THEATRE ROYAL,
CITY HALL.**
SOCIETY'S RE-UNIONS.
A GREAT AND GLORIOUS RECEPTION.

TO-NIGHT, HUDSON'S
TO-NIGHT, SURPRISE
TO-NIGHT, PARTY.

19 STAR ARTISTS 19
Introducing
MUSIC, DANCE, ART AND SONG.

Our new programme is a grand last night by an overflowing and fashionable audience. A performance full of sparkle, gaiety, and "go," waves of laughter ebbing and flowing during the whole of the evening; and a storm of applause following the items as they were produced in rapid succession.

25-DISTINCT ITEMS—25
THIS (WEDNESDAY) EVENING,
March 24th.

LAST PERFORMANCE of the present Great Programme.
"TRILBY AND SVENGALI."

ANOTHER MONSTER CHANGE
TO-MORROW EVENING
Secure your seats.

PRICES:—\$1 & \$1. Special Reserved Seats \$3.
Box Plan at Messrs. W. ROBINSON & Co.'s
Music Warehouse.

Doors Open at 8.30. Smiling Begins at 9.15.
sharp. Ambulances for lazier-exhausted
Patrons at 11.30.

THOS. P. HUDSON.
Hongkong, 24th March, 1897. [502]

NOTICE.

AT A MEETING OF THE COMMITTEE
appointed by HIS EXCELLENCY THE
GOVERNOR to make arrangements for cele-
brating the completion of the 60th YEAR of the
Reign of HER MAJESTY THE QUEEN, it was
decided, in addition to a banquet for other
celebrations, to endeavour to mark the auspicious
occasion in HONGKONG by establishing a
PERMANENT MEMORIAL and to invite
the public to suggest what form such Memorial
should take.

Any Member of the Community who may
have any suggestion to offer is requested to
forward it in writing to the undersigned on or
before WEDNESDAY, the 31st instant.

J. H. STEWART LOCKHART,
Honorary Secretary.
Hongkong, 24th March, 1897. [504]

CATHAY CHAPTER,
No. 1165.

A REGULAR CONVOCATION of the
above CHAPTER will be held in the
FARMERS' HALL, Zealand Street, on MON-
DAY, the 29th instant, at 8.30 for 9 p.m.
precisely. Visiting Companies are cordially
invited to attend.

Hongkong, 24th March, 1897. [505]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above
Ports TO-MORROW, the 25th instant, at
Noon, and as previously notified.

For Freight or Passage, apply to
DOUGLAS LARRAK & Co.,
General Managers.
Hongkong, 24th March, 1897. [507]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain J. S. Ross, will be despatched for the
above Ports on FRIDAY, the 26th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAK & Co.,
General Managers.
Hongkong, 24th March, 1897. [508]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR CEBU.
THE Company's Steamship

"TAIWAN,"
Captain Pearce, will be despatched as above on
SATURDAY, the 3rd April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th March, 1897. [509]

"WARRACK" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"MACDUFF,"
Captain Thomson, will be despatched for the
above Port on TUESDAY, the 6th April, at
Noon, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 24th March, 1897. [510]

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.

Any complaints should be addressed to the
Manager.
Hongkong, 24th March, 1897. [511]

Intimations.

NOTICES TO CORRESPONDENTS.

"It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the 'Manager, Hongkong Telegraph,' and not to the Editor."

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.
Advertisements are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be ascertained on application. The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address—"Telegraph," Hongkong.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Claret, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our Wines and Spirits
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
Incorporated 15th September, 1868. [6]

THE HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, MARCH 24, 1897.

SHIPPING AFFAIRS.

One of the most interesting numbers of
Fairplay that has reached us in recent
times is No. 719, dated 18th February,
1897, received by the mail on Monday last.

It is full of matter that cannot fail to interest
all who are in any way concerned in the
vast shipping trade of the British Empire
and should also interest all who desire
that our merchant fleets shall continue in
the future as in the past to be an in-
calculable source of wealth to the whole
Empire—that nothing shall be done either
by the Government, by departments, or
by individuals that may tend, or be likely
to tend, to impair the development of a
great, an ever-expanding industry, that
is at once the pride of the British nation
and the cause of envy of all other
maritime powers. It would be well were
it possible for us to assure that nothing
has been done, that nothing is being
done, to check the expansion
of our magnificent merchant fleets
either by the Imperial or Colonial Govern-
ments or by individuals, but unhappily
facts—the shortsighted, avaricious policy
of the Imperial authorities—f forbid that we
should give utterance to an assurance
of that nature, and we are
therefore glad to see that such an
influential journal as *Fairplay* has taken
up the gauntlet on behalf of British ship-
owners and is attacking what it ap-
plies styles the "mischievous interference" of
Government in a thoroughly practical and
confident manner. It takes Mr. W. D.
STEWART, the new President of the
Chamber of Shipping, to task for throwing
a sop to Cerberus in his inaugural address
(which we shall publish in our next
issue) by making reference to "the more
kindly feeling of the officials of the Board
of Trade," which it rightly asserts is
absolutely non-existent, and adds that,
"justifying by the more recent proceedings,

of the Barnacles, the evidence of official
love is still to seek." It is indeed to be
sought not only at home but in this
colony, as our experience in respect of the
evident desire of the Executive to levy
excessive Light Dues for the sole purpose
of augmenting the revenue clearly demon-
strates.

After thus quietly rebuking the
President of the Chamber of Shipping for
his "flight of speech," the Editor of
Fairplay proceeds to deal with the Board
of Trade's newest proposal, namely, to
measure deck spaces 'available' for the
carriage of cargo, and to include them
permanently in vessels' tonnage, and in so
doing he asserts that when shipowners
come to understand the bearings of
the department's proposal they will
realize that the new departure constitutes
"an aggravated sample of the Board's
mischievous interference with British
shipping." He points out that French
shipowners strive to get the highest
possible gross register tonnage for their
vessels in order to secure the maximum
bounty on navigation, and at the same
time they aim to secure the very lowest
net register tonnage, port dues, etc., being
payable on the net tonnage. He then
cites a case in point, using the present
and the original measurements of the French
steamship *Les Alpes* as a means of strength-
ening his argument. We are told that
Les Alpes stands at 2,105 tons net register,
and 4,150 tons gross. She was formerly
the British steamship *British Prince*,
measuring 2,485 tons net and 3,936 tons
gross. Under the French system of
measurement she came in for an extra
navigation bounty on account of the
increase of her gross tonnage by 220 tons,
and that through the reduction of her net
tonnage by 380 tons she secured a material
economy in port and other dues, which are,
as above stated, calculated on the net
register tonnage. Comparing this with the
vessel under British ownership it is observed
that in competition with an identically
similar French steamer she was doubly
handicapped by bounty, plus extra bounty,
on the one hand and by 380 tons lower net
measurement for the payment of dues on
the other. The policy of the Board of Trade
in respect of this newest proposal is to
make the handicap still heavier by
increasing the net tonnage of British
vessels by permanently measuring in deck
spaces 'available' for the carriage of
cargo. Other examples are given, but
this one suffices for the purpose of demon-
strating the impolicy of the acts of the
inexperienced gentlemen who are charged
with the management of a depart-
ment whose function it is, or should be,
to foster trade by every means in its power.
It is contended by our London cor-
respondent that the French Government
encourages its shipping interest by
meeting the desires of French owners as
far as possible in the two classes of
measurement. It takes no exception to
excessive cabin accommodation or to the
largeness or number of the superstructures
utilisable for working a ship or for other
purposes, and even when temporary
structures are fitted up with a view of
swelling out the gross tonnage, the
authorities are so well disposed towards
their shipping that they wink at such
devices, providing they have the semblance
of being 'shelter spaces.' In calculating
the net tonnage the law is interpreted
with equal favour towards the shipowners.
Spaces in which it is not proposed to
carry passengers or goods, fresh-water
tanks, pump wells, ventilating trunks,
etc., are measured out, a minimum net
tonnage being thus arrived at. When a
French vessel so measured comes into one
of our ports, her minimum tonnage is
accepted by the authorities, notwith-
standing that 300, 400, or perhaps 500
tons more net measurement is imposed on
a competing British vessel of identical
build and dimensions. And now the
disparity is to be increased, and our rivals
still further assisted to our disadvantage,
by a "permanent" measuring into the
tonnage of British vessels of deck spaces
which may be 'available' for the carriage
of cargo. The appearance of the word
'available' in the rules is most unfortunate,
and *Fairplay* thinks that what was prob-
ably intended by its introducers was
that deck spaces actually 'availed of,' to
use a very ugly form of speech, should be
measured and included in the tonnage
when 'availed of,' but not at other times.

It may of course be urged that all the
space on the deck of a vessel is 'available'
for cargo, though it is hardly likely that
even such an erratic body as the Board of
Trade will go to the length of putting
such a construction on the wording of the
new rule, susceptible as it doubtless is of
such a monstrous interpretation. It is
well known that almost all vessels
carry the whole of their cargoes in their
holds, but if, occasionally, a vessel loads
wood or cotton the deck spaces used for
the stowage of a portion of such cargoes
are, as *Fairplay* states, measured into the
tonnage for the time being and owners,
we are told, have no objection to such an
arrangement. What the owners do
object to is deck spaces 'available,' as
the Board of Trade puts it, for cargo
being measured for permanent
inclusion in the tonnage. Our outspoken
and shrewd London contemporary
signifies the new departure of the
Board of Trade as "grossly unjust and
uncalled for," and, we would add, it is
a very mischievous, unnecessary, and grossly
offensive discrimination against British
shipping to the great advantage of its
rivals. *Fairplay* is further of opinion that
the new rule will discourage the erection
of bridge-houses, which are so useful in
protecting the most dangerous openings
in the decks and in providing lifting
power in heavy weather, and will thus
tend to prejudice to some extent the safety
of life and of ships and cargoes, and in
conclusion pertinently remarks—"It still
remains to be explained why the Board of
Trade should be taking this action at all,
and in whose interest it is acting." Is it

out of pure cussedness, or love of inter-
ference? Or has anybody outside of the
Board called upon it to meddle? If so,
by whom and in whose interest is the
intervention taking place? We shall be
glad to learn later on the nature of the
defence offered by the Board of Trade of
its extraordinary policy. At present it
seems so suicidal that it is not capable of
reasonable explanation.

Having disposed of the new measure-
ment scheme the Editor of *Fairplay* draws
attention to the recently published hand-
book on the "Registration of British Ships"
by Mr. F. W. GARDNER, barrister-at-law
and assistant Registrar-General of Ship-
ping and Seamen at the Board of Trade.
He finds fault with the book as containing
passages that are misleading and there-
fore far from being as efficiently prepared
and as useful as one would expect such a
work to be in view of the fact that it is
alleged in the preface to have been "care-
fully examined by the Chief Registrar of
Shipping." We fear this precious publi-
cation is about as loosely worded as some
of the samples of amateur law-making it
has been our misfortune to have to wade
through in this Colony. When the author
tells his readers that it is desirable to register
he might lead them to suppose registration
is not obligatory, whereas it is absolutely
necessary, for no British ship can be
cleared at the Customs in the United
Kingdom until her register is produced, as
the following quotations from the Act
clearly prove:—

2.—(1) Every British ship shall, unless
exempted from registry, be registered under this
Act.

(3) A ship required by this Act to be
registered may be detained until the master of
the ship, if so required, produces the certificate
of the registry of the ship.

Thus it is clear that our vessels must
register and that too in accordance with
the rules laid down by the Board of
Trade.

As an example of the "mischievous
interference" of the Jacks-in-office who
"run" the Board of Trade and draft
impudent replies to protests from such an
important society as the Liverpool
Steamship Owners' Association, who, as
was stated in these columns the other day,
attempted in vain to obtain a hearing
on the important subject of excessive and
unnecessary Light Dues, we give below
an extract from the recently published
annual report of the Liverpool Ship-
owners' Society bearing on the load-
line question, and in so doing com-
mend it to the immediate and earnest
attention of our readers, for it sets forth
important and irrefutable facts, the gravity
of which it would indeed be hard to over-
estimate or exaggerate. The extract
reads:—

Upward of 20 years ago the country was led
into taking action against the shipping world
on the subject of load-line, which, from a life-
saver standpoint affecting local steamers, was totally
unnecessary. It yielded to the clamour of the
moment, and a fixed load-line was recommended
on the distinct understanding that it became
law it was to be operative upon the shipping of
other countries as well as this. The British
Load-line Act was passed, but the International
par of the question has been utterly ignored.

The result was that from 5 to 10 per cent. of the
earning power of this shipping was sacrificed.
Capital to the extent of about two millions was
rendered unremunerative, and to-day we have
the sequel in scores of vessels being sold to
foreigners who will take them off our hands.

They were admittedly a safe type of steamer
before being interfered with; they remain so still.
The foreign purchaser loads them deeper, even
from ports of the United Kingdom without let or
hindrance, than did the British owner before and
load-line was adopted, and here the advantage
which we have deliberately thrown away. Par-
liament enacted the load-line, but the net result
of the whole agitation, so far as the shipping in this
locality is concerned, is that the capitalist, find-
ing his investment rendered unremunerative,
demands that this class of things shall be
ended. The sailor finds the ship sold from
under his feet, and the same ship, perhaps
owned in his own port, is sailed under a foreign
name, and manned by a foreign crew, and
25 to 40 per cent. less wages than was the
usage under the British flag. The disability in
question mainly affects steamers built prior to
1885 and still constituting about one-fourth of
the vessels in membership with the Society.

Consequent upon the load-line agitation,
steamers built since then have received more
favourable treatment, and are not, therefore,
working in the respect under so serious a
disadvantage. During the first eight months of
1896 no less than 16 steamers belonging to the
Liverpool Society were thus sold abroad, displacing
about 300 men. Your committee are in dis-
communication with the load-line authorities
with a view to easing the pressure upon such
shipping. Failing a remedy, it cannot be doubted
that about 60 steamers registered in the
Liverpool Society will be similarly dealt with, resulting
in throwing out of employment about another
1,300 British seamen.

To put the whole matter
in a nutshell, it is a question with their present
freedom from restrictions, to say nothing of
subsidies, had sufficient money and men to
relieve us of our present shipping they could
drive us out of the trade.

We fear that the outlook for British
shipping is by no means as bright as it
ought to be, and would be if the Imperial
authorities gave the shipowners a compara-
tively free hand to look after their
own interests. Already tens of thousands
of tons of British shipping have been placed
under foreign—French, Danish, German,
and Norwegian—flags to avoid restrictive
and if the British shipowner, backed by
the British ratepayers, does not at once
take vigorous action to cause the Govern-
ment to pause in his mad career we shall
find that we have allowed John Bull to kill
the goose that laid for him many a golden
egg.

If the Government persists in burk-
ing the facts and continues to follow the
suicidal policy now in vogue in respect of
shipping, then shipowners and Chambers
of Commerce will have to put their heads
together with a view to protecting a great
industry which is threatened with
ruination through the misdeeds of those in-
whom confidence appears to have been
sadly misplaced. The spectacle of a
Government taxing a trade or an industry
up to the hilt is what only to be looked
for from semi-civilized states, or states
that have seen their best days, not
from "England, the land of the free."

TELEGRAMS.

(Special to Hongkong Telegraph.)

BREAKDOWN OF A FRENCH
MAIL STEAMER.

SINGAPORE, 24th March.

2.45 p.m.

The Messageries Maritimes steamer
Godavery, with the outward French mail of
February 26th, arrived yesterday at
Batavia with her shaft damaged. The
non-arrival of the ship had caused con-
siderable anxiety in Singapore, which is
now relieved by the report of her safe
arrival at Batavia. The mail will be
delayed several days in consequence of
the breakdown.

[Upon enquiry at the office of the Messageries
Maritimes we learn that the *Godavery* was not
delaying the mail from Europe, but was running
in connection with the mail line between Singa-
pore and Batavia. She was towed into Singa-
pore yesterday at 6 p.m., and not into Batavia,
as stated in the *Telegraph*, and those which
consequently not be delayed and those which
the *Godavery* was bringing on from Java were
transferred to another steamer leaving Singapore
yesterday.—Ed. H.K.T.]

REUTER'S MESSAGE.

THE EASTERN CRISIS.

LONDON, March 22nd.

Despite the excitement of the populace and
the journals, it is believed that Greece is willing
to withdraw her troops from Crete upon some
slight concession being made to her *amans*
propre, such as the withdrawal of the Turkish
troops.

(From the *Semaphore Coloniale*.)

THE BLOCKADE OF CRETE.

PARIS, March 15th.

The blockade of Crete and the Piræus will
probably commence tomorrow or Wednesday;
the Cretan insurgents have bombarded and de-
stroyed the village of Kalamos.

THE U.S.S. *Boston* is expected here from Amoy
on April 3rd.

THE inquiry regarding the Taipeishan fatality
is adjourned till Friday next.

A HOCKEY match, Club v. Garrison, will be
played at Happy Valley to-morrow, Bally,
5 p.m.

An extensive seam of smokeless coal has been
discovered in the Moriyoishi mountain range in
Akita prefecture, Japan.

WHEN the last 30 years there have been on
the British coast 66,377 wrecks, with the fearful
loss of 23,312 lives.

CHATELIER de Kotski, the famous veteran
pilot, was giving piano recitals in Rangoon on
the 6th, 8th, and 9th March. Form this the
Singapore Free Press infers that he may
presently be coming further East.

THERE is, the *World* declares, no truth in the
rumour that Lord Salisbury is to be given a
dukedom in June next. The Queen offered
Lord Salisbury a dukedom in 1887, and again in
1892, but he refused it on both occasions.

HURST, who, on a "Dunlop" tyre machine,
recently put up such a wonderful 24 hours'
record, means to beat his own 24 hours' record
by the end of the year, for which purpose he is
now preparing. He thinks he can cover 550
miles or more in his next attempt.

It is claimed for Oakland, Cal., that it is the
healthiest city in the world, or, at any rate, in
the United States. The death-rate has fallen
since 1882, when it was 33.55 per thousand. Last
year it was 21.85 per thousand. This approaches
very near to the sanguine sanitarian's ideal of
eleven in a thousand.

A MOST absurd suggestion is attributed by
Cycling to a well-known lady writer, in a cycling
journal, whose editor ought to have blue-pen-
cilled it. It is that a mask should be added to
the outfit of every lady cyclist! The intention
being, presumably, to preserve the complexion,
not to hide the "bicycle face!"

THE Band of the West York Regiment will
play the following programme at the Officers'
Mess, Murray Barracks, this evening, com-
mencing at 8 o'clock:—

1.—Overture "William in Algeria" (Rondel)
2.—Ballad "Madame Taverne" (Offenbach)
3.—Polka "New Anna" (Strauss)
4.—Waltz "Andersen Theme" (Strauss)
5.—Selection "Frolics and Fancies" (Verdi)

As an indication of the critical state of affairs
in Europe the following *express* issued by the
Manager of the United Telegraph Companies
this morning is noteworthy:—

Owing to the interruption of two cables
between India and Egypt, there will be some
unnatural delay during the next few days on
traffic exchanged with Europe via Eastern, as
such traffic will be diverted via Teheran.

In their *Weekly Share List* issued at 5 p.m.
to-day Messrs. Benjamin, Kelly and Potts
state:—This has been a chequered week for
most securities and several have suffered rather
a sharp decline, more especially *Lusans*, *Hong-
kong Fire* and *China Fire*, the two latter
dropping owing to losses sustained at the recent
fire in Shanghai. The New Amoy Dock Com-
pany, Limited, has advertised its yearly meeting
for the 27th inst.

GRAVE inconvenience was caused to traffic on
the Praya in the vicinity of Peddar's Street to-
day by the idling of the person in charge of the
gang of coolies repairing the road. The coolies
were at work on the seaward half of the Praya
and had placed piles of gravel and a large roller
on the other half, so that only one rickshaw
could pass at a time. It was bad enough to have
only half the road open to traffic, but when this
space is further reduced by the 'foemen' in
charge of the road coolies 'allowing them to
block it we consider the public have just cause
for complaint. What were the Police and why
do they permit such obstructions?

We note that H.M.S. *Centurion* came out of
dock this morning and is at present lying at her
booy in the man-of-war anchorage. She has
rather a peculiar appearance, from certain red
streaks running down her sides, which, but for
the trim appearance of her rigging, boats, and
other gear, would be painfully suggestive of the
result of a modern naval battle.

THERE was great excitement in the Casino at
Monte Carlo the other day. A Russian gentle-
man broke the bank twice—that is to say, the
roulette was stopped on two occasions until more
money was supplied. For twenty consecutive
coups, the *Daily Telegraph's* correspondent
says, he won the maximum on the last numbers,
and when he lost one coup immediately
departed. He won over 200,000 frs. He had
quite a royal reception when walking in the
Atrium after play.

YESTERDAY'S football match certainly had
somewhat the appearance of a battlefield. Mc-
Swigg, in charging an opponent, had the
misfortune to break his nose, with the result
that he shortly afterwards became a most
grotesque object, waving a gory handkerchief in
either bloodstained hand and leaving his san-
guinary mark upon all with whom he came in
contact. At all events he can boast that he bled
in defence of his goal even if the shield wasn't
won by the Kowloonians.

The London *Echo* has the following: "A
discovery of wonderful interest to the followers
of the Darwinian theory of evolution was made
not long since near the village of Sinaloa, Mexico,
while workmen were preparing the ground of a
new coffee plantation. This wonderful ethnological
find consisted of hundreds of skeletons of
what some believed to be prehistoric people of a
very low order of intelligence. Each of the
skeletons is provided with the bones of a long,
thick caudal appendage, which in life turned up
like a squirrel's tail."

"NELSON'S ENCHANTRESS"—Admiral Field,
M.P., gave notice in the House of Commons on
the 18th ultimo of the following question:—"To
ask the Secretary of State for the Home Depart-
ment whether he will ascertain if the Lord Cham-
berlain has had his attention called to the per-
formance of a play at the Avenue Theatre called
'Nelson's Enchantress,' in which the greatest
naval commander of the century, who died in
the service of his country, is held up to public
derision; whether the Lord Chamberlain will
call upon the manager of the said theatre to
withdraw the play in question, under distinct
notice that otherwise the licence to perform stage
plays

With reference to the report that Mr. McWilliams is likely to return to the colony in the capacity of United States Consul it may be true enough, but a representative of this journal called at the American Consulate this morning and in response to inquiries was told that Colonel Hunt had received no intimation that a successor to him had been appointed, and he ought to know. We understand that a number of American residents are exerting their influence to have Colonel Hunt retained by Mr. McKinley at his post here.

ALTHOUGH the swallows have not yet returned from their southern migration, other evidences of the approach of the warm weather are not wanting. The crickets and cicadas may now be heard of an evening and the birds and insects generally are daily becoming more in evidence. Turning to the higher mammals we may remark that the winter's filth and grime is gradually disappearing from the faces of the Chinese streeturchins, and in a week or so we shall possibly be able to study their complexions. The itinerant purveyor of so-called ice cream has also made his appearance and seems to have no dread of the cold returning to put a stop to his trade.

THE latest trick practised by the Chinese cyclist was exhibited yesterday afternoon at about six o'clock on the road running round the Queen's Statue. Three Celestials, mounted on machines of the newest pattern, were riding abreast with their arms lovingly twined about one another's necks. Whether this was intended as an allegorical hint to the Powers on the Eastern Question or not we are unable to say, but we are of opinion that, like the better partnership of nations, it would be quickly broken up on the approach of trouble, in the shape of a straightforward representative of the Sublime Porte in the person of a Mohammedan policeman in a narrow thoroughfare.

A LOCAL coal dealer, says the *Eastern World*, showed us a telegram from Meiji the other day that brought the message: "No coal obtainable." The reason is that over 700 convicts who worked in the coal mines were set at liberty by the recent indiscriminate amnesty, and that work in the mines has practically come to a standstill, as there are no miners who can take their place. Thousands of coolies could, of course, be got at extra pay to try their hand at coal mining, but not men used to the work, and thus it is in every branch of trade and industry. There is an absolute insufficiency of skilled labour, or of that has to pass for skilled labour in Japan, where at one time it was almost a trade in the way it should be learned.

ON the evening of January 27th an expedition, under the auspices of the *New York Journal*, consisting of the tug *Wm. E. Chapman* and *Wallace B. Flint*, passed out by Sandy Hook, the *Flint* proceeding as far as Navesink Light, where she took up her station. The *Chapman* then took her position near the Sandy Hook Lightship and displayed International Code signals, and by throwing her searchlight upon them they were easily read by the captain of the *Flint*. Various messages were sent by this simple method and were readily interpreted, despite the steam from the *Chapman's* exhaust steam pipe, which arose between the light and flag. The signals used were only four feet square, but were readable two miles away. As the searchlight dazzles the eye, better results might be obtained by using flags of a thicker material and a fire-light. Although, without doubt, this method can be improved upon, the idea is, according to the *New York Maritime Register*, the best one yet advanced, and is feasible, except in foggy weather.

In reply to the request made by Isahak Khan for permission to return to Afghanistan—referred to in these columns a few days ago—the Amir Abdurrahman is stated to have sent a characteristic reply in the negative to the effect that as Isahak has resided in Russian territory for so many years he had better stay there altogether.

THE annual meeting of the Chamber of Shipping of the United Kingdom took place at the Cannon Street Hotel on 17th February. Alderman W. D. Stephens, of Newcastle, was chosen as the new president. He delivered an address in which he referred to the progress of shipping in recent years and to legislation affecting the shipping industry. In the course of his remarks he said that at present it was very difficult to form an opinion as to the future, but intelligent and thoughtful men hoped that with the spring would come the long-looked-for revival. He rather hoped for a much greater opening in China. Many of its most intelligent sons—following the example of young Japan—had been educated in Europe, and had taken home ideas of progress hitherto unknown to the Chinese, and with the probable opening out of the country by railways it seems likely that a mutually advantageous interchange of products might ultimately obtain and be of great benefit to both countries. The same might be said in a lesser degree of the astonishing advancement of that wonderful country Japan, which had by leaps and bounds become a most important centre of industrial progress, and promised to be a good customer to ourselves if in some respects a rival.

Sir Henry Brackenbury in giving evidence before Lord Welby's Commission with regard to what would be done in case of a European war or of India being threatened with invasion by Russia, said that the basis of the military charges on India was the theory that India should repay what England would not pay but for the military requirements of India, subject to some sort of rebate. That theory was altogether wrong. The strength of the Army in India was calculated to be as to allow of a powerful field army being placed on or beyond the Indian frontier in addition to the obligatory garrisons required for keeping order in India. The necessity for maintaining in India that powerful field army was called for by the approach of a great military Power into a position which enabled her to threaten directly Afghanistan (to which they were under treaty obligations) and indirectly to threaten the security of India. The object of British foreign policy, generally speaking, was to secure Great Britain's rule over her Empire. If it were desired to maintain British rule in India only for India's sake, then it would be false to make India pay everything which could be shown was due to Britain's rule over India. But Britain's interest in keeping India under the British rule was enormous. India employed over 20,000 British and millions of British capital, and India's commerce was of immense value to Great Britain. Under these circumstances in estimating the share that India should pay, England should be generous because she was rich and India was poor, and further because India was practically arbitrarily governed. The condition of things now in India was so absolutely changed from the time of the Indian Mutiny that the Army in India maintained out of Indian revenue was simply sufficient to deal with any revolt or mutiny without calling for more troops from England, and therefore he ruled all help to India as being out of the question. If there was imminent probability of war with Russia this country would not send one soldier either to Russia or elsewhere until we had completely established our supremacy at sea and were free from all possible danger of attack.

FROM *People* we learn that Mr. R. Edwards, of Leinster Terrace, Craven Hill, last survivor of the jury who sat throughout the Tichborne trial, has "crossed the border."

ALTHOUGH there is plenty of water in the upper reaches of the river, there are, says the *Tribune*, only about 20 or 25 ft. in the North-West Reach, and most of the steamers have been unable to get up without lightering there. The river water coming down is very thick and it looks as if 1897 was going to be a repetition of 1896 as regards the state of the river. This will probably have the effect of spurting the Chinese on to take immediate measures to improve the river, and it is very satisfactory to learn that the Chinese officials are awake to the necessity of doing something, and that there is every hope that operations will be begun at once to put locks on the canal.

THE DIAMOND JUBILEE.

A meeting of the Committee recently formed to celebrate the completion of the 60th year of Queen Victoria's reign was held yesterday afternoon in the Council Chamber. The Hon. C. P. Chater was voted the chair. Mr. T. Jackson consented to act as Hon. Treasurer and the Hon. J. H. Stewart-Lochbart accepted the duties of Hon. Secretary. After a number of matters had been discussed, a proposal was made that the celebration should be marked by some permanent memorial, in addition to the usual fireworks displays and illuminations. The meeting warmly favoured the idea and the Hon. Secretary was instructed to issue notices to the public calling for suggestions for such a memorial. The suggestions will be received by the Hon. Secretary until Wednesday, 31st inst., after which they will have the consideration of the committee. The next business was the appointment of sub-committees. The work of drafting an address to the Queen was deputed to Messrs. J. J. Francis, C. C., N. J. Edg and A. Coxon; and the sub-committee to draft a programme for local celebrations consists of Messrs. C. P. Chater, J. J. Bell-Irving, T. H. Whitehead, and F. H. May, C.M.G., and Mr. R. N. Gray. The Hon. J. H. Stewart-Lochbart was appointed an ex-officio member of both sub-committees.

SPORTS & PASTIMES.

FOOTBALL.

H.M.S. "CENTURION" V. KOWLOON. Yesterday afternoon the Kowloon and Centurion teams met in the final for the Football Challenge Shield. A commodious stand had been erected on the western side of the field and was densely packed with a large and representative company, among whom were Admiral and Lady Buller, Commodore Holland, a considerable number of ladies and many officers of both services. The ground was surrounded by a large crowd of people and generally the feet was well represented by numerous blue-jackets, who thickly lined the eastern side of the field. The shield, a handsome sample of silver-smith's art, was displayed on a table alongside the Grand Stand.

Play commenced at 4.05 p.m. and the Centurions quickly scored the first goal, and following up the kick-off put the ball into the Kowloon net again within the first five minutes, by a determined kick. A fine deal of play in the vicinity of their goal, the Kowlooners gained a corner which was well placed by Symington but cleared by the Centurions, only to be returned however, as a hot shot, and be thrown out by the goal-keeper. The sailors' goal was then repeatedly threatened till, at 4.30, it was forced by a long kick, which the custodian failed to catch. After a lot of high kicking in the centre a foul was given against the Centurions in front of their goal, and from this Kowloon gained a corner. This they negotiated by passing to one of the forwards, who shot for goal but was forced out, and another corner followed. The same tactics were tried again, but without result. On half time being called the scores stood: Centurions, two goals; Kowloon, one.

On play being resumed, the game soon became fast, as the Kowlooners determined at least to score a tie. It was no use, however, for the sturdy tars were a match for them and repelled all attacks on their goal, frequently turning the tables and pressing their opponents back. The Centurions gained the only corner goal during the second half and placed it well, although they failed to score. As time went on, so the efforts of both teams to add another goal to their score increased, but without avail, and on the whistle blowing the Centurions stood the victors by two goals to one.

Directly the game was concluded the blue-jackets of the Centurions invaded the field and escorted the winning team to the Stand amidst tremendous cheering, while the air was as full of true cloths as though a sudden shower of these useful articles had burst over the Valley. After this demonstration was concluded a spruce was called off in front of the stand and a photograph taken of the winning team. The shield was then presented by Mrs. Stewart-Lochbart, in a few appropriate words, and spectators and players alike proceeded homewards.

The match was admitted on all hands to be one of the best fought of the season and the Centurions are to be heartily congratulated on their well-deserved win, which came as a surprise to many that hardly so to us, as what time ago we warned the Kowloon team that they would have all their work cut out to beat the plucky tars of the flagship.

The teams were composed as follows:—
KOWLOON:—Moore goal; Robinson and Gamble, backs; Henderson, Wilcox, and Wooley, half-backs; Simpson, McSwayed, Gow, Sutherland and Symington, forwards.
CENTURIONS:—Greenwood, goal; Chambers and H. Striland, backs; Mr. Steel, Hardy, Allan, Adams, Richards, Dalton, Buchanan, and Mayer, forwards.
Referee, Mr. P. G. Davies, R.A.

POLO.

Polo-players, remarks the *County Gentleman*, are looking forward to an exceptionally good season. The game was never so popular as it is to-day. The proficiency of both players and ponies has vastly increased since the pastime, already flourishing in India, had its occasion "send-off" in this country when the seventh eighth match between the 10th Hussars and the 9th Lancers was played on Houslow Heath in 1869. One never now-a-days hears the contemptuous term "hockey" on horseback applied to an amusement which may now be said to be run on scientific lines, and which occupies a unique position between "sports" properly so-called on the one hand and "games" on the other, partaking of the best qualities of both. The good horsemanship, pace, nerve, endurance, and keen observation as to the position in the hunting, field are indispensable to success in polo, while the "quickness" of thought, hand, and eye, the good temper, judgment, strategy, discipline, self-reliance, and self-control which are among the qualities demanded of a good cricketer or football player, are not less indispensable to the

fiction on the polo ground. The English are a horse-loving nation, and on that account alone it is not surprising that they have taken enthusiastically to a game in which horses take so prominent a part. The wonder is that the polo, a crude and primitive form of which was played in Persia and other eastern countries under the title of "changa" as far back as the tenth or eleventh century, was not acclimatised among us ages ago. It may be said that the game is too expensive to become easily and widely popular, but it does not drain the purse so heavily as hunting, yachting, and other sports which have enjoyed an almost "immortal" vogue. It is, indeed, possible to get a good deal of fun out of polo without any extravagant outlay. It is not essential to be mounted on a pony up to the Englishman standard of size for his regimental match, and the game may be played strictly and scientifically outside the charmed circle of the aristocratic clubs. Hunting-men, in particular, may be trusted to take to polo almost as naturally as ducks take to the water, and as the polo season conveniently begins when the hunting season is at its last gasp, the pastime makes an irresistible appeal to those sons of Nimrod who love a good gallop plus a degree of excitement not unworthy to be compared with the excitement of the chase.

THE SURPRISE PARTY.

A well-known medical practitioner at one time residing in Hongkong said the people here did not laugh enough. Well, if the worthy Eschmann happened to strike our shores just now he would be well received. To wit: Mr. Thomas P. Hudson (better known as "Tommy") who has located his Surprise Party at the Theatre Royal, is nightly providing a banquet that would tickle the ribs of the very best of misanthropes and make him feel that life was worth living after all. The Surprise Party last evening gave their first change of programme, and it was even better than that of the opening night. After a smart and tuneful overture the Thornton Sisters sang and danced very prettily and won hearty plaudits. Then Miss Stanbridge displayed her vocal talent in the song "When we meet," for which she received the well-earned applause. The song and dance of McKissack and Keenan was a popular item, and the performers had to comply with a loud request for a "double" somersault. In Miss Violet Elliott the Party has a contralto singer with wonderful depth and richness of voice and her song "Out on the Deep" was a vocal treat rarely afforded a Hongkong audience. The ubiquitous Thomas P. sang "I want you, my honey" in good style and with lots of "business," and for the recall he gave "Toity, do you love me?" Miss Ida Roslyn again displayed much taste as a serious comic artist and her item "We are not" had a very cordial reception and encore as of course. The fine tenor singer Wallace King was in splendid voice and his number "I love her still" had to be supplemented by "Sally Homer" before he could retire. The closing sketch "The Awkward Squad" made the intermission of 10 minutes acceptable for aching sides and then the ten began afresh. Mr. Burton contributed a nice little interlude and Alton again played "hooky" with the laws of gravitation and did marvelous balancing feats with articles of crockery and glassware. The audience applauding enthusiastically. Tommy Hudson kept the house in roars with his bright and amusing parodies and his duet, "Rauben and Cynthia," with Miss Linton was first rate. He also had to reappear, and then Miss Hubbard gave a brilliant exposition of her skill as a pianist, her selection being the "Rhapsodie Hongroise," in which she showed artistic manipulation of a high order. The Gontlays (Amy and William) were capital in their burlesque of "Toity," the character of Swagell and the famous heroine being made up cleverly, while the acting was exceedingly clever, and was deservedly appreciated. The Misses Thornton and Jessie Williams executed a skit dance very gracefully, and proved themselves to be artists of no mean order in this particular Terpsichorean line. The "Holy City," as sung by Wallace King, was a rare treat and in response to an encore that could not be gained, he sang "Rock me to sleep," with equally good effect. Miss Ida Roslyn, who as an attractive line performer has a good class, had a double bill by her song and dance, and the programme closed with Hudson's "winkie" sketch "Hard to Kill," which kept the house in a constant stream of merriment until the curtain fell. Mr. Hudson appears to have gauged the taste of his Far Eastern patrons to a nicety and his show can be confidently recommended to all sorts and conditions of men—and ladies, too.

opened in the morning between 6 and 7. The mug was never before placed at the door for him. Did not remember whether the prisoner was to go out much, but he seldom saw the deceased leave the house. Could not recollect seeing any person paying visits to the deceased. He was called in now and then between the morning and evening meal. When he took in the evening meal on the 14th instant they were both present. There was nothing peculiar in their conduct and they did not quarrel. He saw the deceased last in making tea for them after that evening's meal. He took the meal to the room on the morning of the 15th instant. The prisoner was only present and said to me "all right." Witness did not ask where the deceased was nor did the prisoner say anything about her. He saw the prisoner go out twice that day, returning the last time about 5 o'clock. The door was generally locked when they went out.

Mr. McConachie (the foreman of the jury) asked—Did you notice any difference in the colour of the water on the morning of the 15th and when you generally asked?—Did not notice any difference in the colour of the water; it was dirty as usual.

The accountant of the Kee Shang boarding house, stated that in consequence of what his servant boy told him he ordered him to Ya-mat to make enquiries after the deceased. As the boy could not find any trace of her, witness reported the matter to Inspector Stanton in the Police Station. He was present when the trunk was opened.

Wong Tak, P.C. 268, declared that a few minutes after he arrived at the boarding house the prisoner called on him. He followed him upstairs and as he was warned that the prisoner might be armed, he felt round his waist and on being asked why he did so he replied that he was searching for opium.

The case for the prosecution was then closed. The only witness for the defence was then called.

Ung Ku declared that she lived in Ya-mat. A woman living in her house one day brought with her a box marked woman. She (witness) was a fortune-teller. She told the deceased that she had died in the last days of her life. She advised her to worship a god and to go home with her husband. Deceased replied that her husband refused her money and she would rather die. Witness never saw the prisoner and that was the first time she saw the deceased. She was crying when her fortune was told.

By His Lordship—Witness told deceased that she would die by suicide. She told the deceased's fortune from what the god of fortune revealed to her.

Mr. Francis here asked that the prisoner be allowed to make a statement.

The Attorney-General objected, saying that the prisoner should make his statement after his counsel had addressed the jury.

His Lordship said that the prisoner if he wished might make a statement after his counsel had addressed the jury.

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NOT A N D A .	
CALENDAR.	
MARCH.	
Meteorological means based on ten years' observations to 1885.	
Barometer	30.059
Thermometer	62.0
Humidity	4.08 inches.
Rainfall	4.08 inches.
TO-DAY.	
WEATHER REPORT.	
On date at	On date at
Barometer	30.14
Thermometer	64
Humidity	95
Rainfall	0.02

Wednesday, 24th March, 1897.
Chinese—24th of 2nd moon of 23rd year of Kwong-si.
Jewish—21st Adar, 5657.
Mohammedan—20th Shawwal, 1314.
Sun—Rises

1603—Queen Elizabeth died.
1839—Capt. Elliot demanded passports for him- self and all British subjects imprisoned in Canton.
1842—First number of the *Friend of China* and *Hongkong Gazette* issued.

1876—The *v. v. P. v. v.* seized by pirates, 10 persons murdered and the vessel scuttled.
1880—King Kalakaua of Hawaii arrived at Shanghai.
1889—Fire at Ichang, between 600 and 700 houses destroyed.
1890—The British barque *Lalaw* wrecked at Cheloo.

1891—First section of Manila-Dagupan railway opened.
TO-MORROW,
Thursday, 25th March, 1897.
(Annunciation B. V. Mary, Lady Day, Quarter Day)

Chinese—25th of 2nd moon of 23rd year of Kwong-si.
Jewish—22nd Adar, 5657.
Mohammedan—21st Shawwal, 1314.
Sun—Rises

1839—The foreign merchants of Canton signed bonds not to deal in opium.
1874—Great flood at Foochow.
1879—Outrage on native Christians at Yikkau, Fokien.
1886—P. & O. steamer *Vesta* went ashore at Tanabe Point.

1891—Eight stowaways found suffocated on board the *s.s. Fuchai* on arrival at Hongkong from Nagasaki.
1896—Armed attack on a boat at Yau-mat.

MEMORANDA.

TO-DAY—24th March.
9.15 p.m.—Hudson's Surprise Party at the City Hall.

SHIPPING AND MAIL NEWS.

MAILE DUE:
India and Straits (*Chidya*) 26th inst.
Tasmania (*Olympia*) 27th inst.
French (*Yangtze*) 28th inst.
Australia (*Changha*) 31st inst.
Australia (*Australian*) 1st prox.
American (*China*) and prox.
German (*Bayern*) 8th prox.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Kobe at 8 p.m. yesterday, and left again at 5 a.m. to-day for Yokohama, where she is expected to arrive at 11 a.m. to-morrow.

The Agents (Messrs. Arnold, Karberg & Co.) inform us that the "Rickmers" Line steamer *Ellen Rickmers*, from Middlesbrough, Antwerp and Hamburg, left Singapore for this port to-day, and may be expected to arrive here on or about the 30th inst.

SHIPPING RETURNS.
From 5 p.m. yesterday to 5 p.m. to-day.
ARRIVALS.
Triumph

DEPARTURES.
Hongkong

HONGKONG AND WHAMPOA DOCK RETURNS.
Kaifon

Arrivals. From Agents.
Mar. 23 Hatten

SWATOW NOTES.
(From our own Correspondent.)
Swatow, March 23rd.
Our worthy Consul, Mr. B. C. G. Scott, left yesterday per *Choying* for Shanghai on route for Peking, and it is to be hoped no more changes in the Consulate will take place for some time.
Swatow may after all become a second Hongkong. More efforts will be put up here, this time by the Royal Dutch Oil Co. of Langkat, for which Messrs. Laidlaw and Havelock are agents. The oil chosen is on the Kiasse side, just at the harbour limit, between the last house and the Fort, and the work of filling in has already been commenced. Much piling and much money will be necessary before strong enough foundations are obtained on which to erect tanks.
There is some hope that the village trouble up country, referred to in my last note, may be settled without further loss of life. The visit of the missionaries to the disturbed districts produced some good and the local Magistrate is inclined to take reasonable measures to prevent further fighting. He can do it if he likes.
The Austrian mail-boat *Panther* came in yesterday and leaves to-morrow. She was anchored outside under Namos for a day, not liking to negotiate the Bar with the heavy sea running on it.
We have had regular equinoctial gales here during the past week and the weather outside was anything but pleasant. Steamers from Hongkong have been making long passages in consequence.

PROPOSED ADMIRALTY DOCK FOR SINGAPORE.

DANFORTH EFFECTS OF THE MILITARY MULCT.
"R" writes to the *L. S. C. Express* a most interesting letter on the above subject reading as follows:
Of late sundry paragraphs have appeared in your paper respecting a naval dock at Singapore. There is no doubt that such an establishment should exist in that locality which is pre-eminently the most central port in the East.
You say that "it is no secret that the Tanjong Pagar Dock Company, at that port, has been for some time in communication with the Admiralty with respect to such a naval dock," but you add that "the War Office authorities are of opinion that the new works, necessary to protect such a dock, would cost a very considerable—indeed, a very large—sum of money, to which it is more than probable, the colony would be called upon to contribute," which past experience should lead the colonists to fear.

In a later issue you refer to a piece of land in New Harbour, between the P. & O. Company's premises and those of the New Harbour Dock Company, as being Government land well suited for such a dock, and well protected by present fortifications.

Both these situations are alongside of already existing docks, and neither can be said to be "without machine shops," but giving them credit for all which may be necessary to meet current wants, it may be considered certain that neither could tackle the repairs necessary to a man-of-war of the present day, after an encounter with an enemy. The cost of the new fortifications required, should the naval dock be made in the eastward of Tanjong Pagar, has not yet been officially stated, but might easily be ascertained by applying at the War Office. Any sum which might be demanded would be a matter of serious consideration to the colony, which has already contributed £30,000 for previous fortifications, has spent £60,000 on barracks, and has recently been called upon to pay £20,000 for alterations to the fort, in order to suit them for the new quick-firing guns, or say, £172,000, or \$1,500,000.

These demands, added to 17½ per cent. of its annual revenue for military contributions, have seriously impaired the resources of the colony, and introduced a forced economy, which has resulted in public works being neglected, police rendered inefficient, education and other matters of general importance emasculated. The impending further mulct would certainly produce great discontent, and should be protested against while there is yet time.

Another important matter for consideration is that the extension of forts will require more men to defend them, and consequently an enhanced military contribution! These are questions which, as you observe, "must be carefully sifted, and the *pros* and *cons* weighed," and no time lost in so doing.

Intimations.
THE CHINA ASSOCIATION.
HONGKONG BRANCH.
NOTICE.
A MEETING OF MEMBERS will be held at the Rooms of the CHAMBER OF COMMERCE TO-MORROW, the 25th instant, at NOON, for the purpose of receiving the Report and Statement of Accounts for the past year, and electing a Committee.

F. HENDERSON,
Hon. Secretary.
Hongkong, 24th March, 1897. [42]

CHINA SUGAR REFINING COMPANY, LIMITED.
NOTICE.
THE NINETEENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS OF THE COMPANY will be held at the OFFICES of the GENERAL MANAGERS, at NOON, on SATURDAY, the 27th March, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1896.

THE TRANSFER BOOKS OF THE COMPANY will be CLOSED from the 15th to 27th March, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 6th March, 1897. [43]

LUZON SUGAR REFINING COMPANY, LIMITED.
NOTICE.
THE FIFTEENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS OF THE COMPANY will be held at the OFFICES of the GENERAL MANAGERS, at NOON, on SATURDAY, the 27th March, for the purpose of receiving their Report and a Statement of Accounts to 31st December, 1896.

The TRANSFER BOOKS OF THE COMPANY will be CLOSED from the 15th to 27th March, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 6th March, 1897. [47]

THE GRILL ROOM,
2, QUEEN'S ROAD.
THE LEADING CATERERS
ON
TUESDAYS,
GREEN TURTLE STEAKS TO ORDER,
GREEN TURTLE SOUPS FOR DINNER.
SALADS & DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice.
WEDDINGS, PRIVATE PARTIES, BIRTHDAYS & DINNERS, a Specialty.
Hongkong, 14th December, 1896. [49]

Auction.

PUBLIC AUCTION

VALUABLE HOUSEHOLD FURNITURE,
HANDSOME ENGRAVINGS,
FINE COTTAGE PIANO, &c.

THE Underigned has received instructions
to Sell by

PUBLIC AUCTION

(THURSDAY), the 25th March, 1897,
commencing at 2.30 P.M.,
at No. 45, WYNDHAM STREET,
The whole of the

VALUABLE HOUSEHOLD FURNITURE,
PARTLY OF

MARINBURK MANUFACTURE,
Comprising:-

HALL FURNITURE, DRAWING-ROOM
SUITE IN OLD GOLD, SILK TAPESTRY AND
PLUSH, BEVELLED OVERMANTELS,
BEVELLED CONSOLE, CANTON BLACK
WOOD FANCY TABLES and FANCY
UPHOLSTERED CHAIRS and CUSHIONS;
Very Handsome ENGRAVINGS and PAINT-
INGS, BRONZES, ORNAMENTS, STAND-
DARD and PEDESTAL LAMPS, PLAQUES,
TAPESTRY, CHENILLE and LACE CUR-
TAINS, CARPETS, RUGS, HAIR CARPET-
ING, OIL-CLOTH, Quilt New.
ONE COTTAGE PIANO, by BISTER
(Hamburg), Quite New and in Fine Condition.
SPEAK SIDEBORD with REVELLED
GLASS, CHIFFONIER, EXTENSION
DINING TABLE, LEATHER-COVERED
DINING-ROOM SUITE, HAND-PAINTED
FRENCH-PORELAINE DINNER and DES-
SERT SERVICES, ELECTRO-PLATE and
GLASS-WARE, CUTLERY, PANTRY
REQUISITES,

&c. &c. &c.
Finely CARVED TEAK DOUBLE BED-
STEAD with SPRING and HAIR MAT-
TRESSES, &c., MARBLE-TOP WASH-
STANDS and SETS, MARBLE-TOP
BUREAU with BEVELLED GLASS, DRESS-
ING TABLE with SWINGING GLASS,
LADIES' DESK with BOOK-CASE, BOX
COUCH COVERED with PLUSH, WARD-
ROBES with BEVELLED GLASS-DOORS
and PLAIN,

AND
SUNDRY OTHER ARTICLES.
AMERICAN COOKING STOVE and
COOKING UTENSILS, LADIES' IRON and
RATTAN CARRYING CHAIRS.

Catalogue will be issued previous to the Sale.
On View from Wednesday, the 24th March.
TERMS OF SALE:-As customary.
GEO. P. LAMMERT,
Auctioneer.

Hongkong, 19th March, 1897. [484]

GOVERNMENT NOTIFICATION.

No. 91.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, on

MONDAY

the 29th day of March, 1897, at 4 P.M., are
published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 13th March, 1897. [491]

Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday,
the 29th day of March, 1897, at 4 P.M., by Order
of His Excellency the Governor, of One Lot of
CROWN LAND in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1st	Hung Hom.	114 32 4	1,500 74	1,050	



GOVERNMENT NOTIFICATION.

No. 92.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, on

TUESDAY

the 30th day of March, 1897, at 4 P.M., are
published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 13th March, 1897. [492]

Particulars and Conditions of the letting by
Public Auction Sale, to be held on Tuesday,
the 30th day of March, 1897, at 4 P.M., by Order
of His Excellency the Governor, of One Lot of
CROWN LAND, together with Erection and
Buildings thereon, in the Colony of Hongkong,
for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1st	Island Lot No. 1405	No. 6, Police Station, Cause Road, 214 100 64 5 70 4 047 150 1 134			

TO LET.

DWELLING HOUSES:-
HOUSES IN RIFON TERRACE,
"HARFORD," at MAGADENE GAP.
"THE KENNELS," in MAGADENE GAP.
FLOORS IN BLUE BUILDINGS.
GODOWNS IN BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd
Hemsted, 12th February, 1897. [11]

TO LET.

"FOREST LODGE," No. 33, CAINE
ROAD.
TOP FLOOR of No. 6, QUEEN'S ROAD
CENTRAL.
No. 18, HOLLYWOOD ROAD.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 13th March, 1897. [68]

Intimations.

It is

WASTE OF TIME

for us to "puff" our preparations, as every maker's goods are "the best" in
his own estimation.

PEACH-BLOSSOM SOAP

AND

CHAMPAGNE BITTERS,

are number ONE.

Proprietors,

Hongkong, 13th February, 1897.

WATKINS & CO.,

THE
CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL
METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.

L. DEWETTE, Manager,
TOKYO.

DISINFECT
WITH
SANITAS
FLUID, POWDER, SOAPS, &c.
OF ALL CHEMISTS AND STORES.
Valuable Book
"HOW TO DISINFECT"
free on application.
The SANITAS Co., Ltd.
BETHNAL GREEN,
LONDON, E.

THE WORLD RENOWNED

FRENCH CORSETS
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations

Only genuine if Labelled and Stamped

C. P. à la Sirene.

Apply to

M. OPPENHEIMER & Co., PARIS.

SETTING UP OF DISTILLERIES
Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS
EGROT & GRANGE, rue Mathis, PARIS
Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation
of the growing bones. Curvature of the spine, bow legs, and soft
bones do not have enough lime. When children are thin they need
material for making flesh.

Scott's Emulsion

contains lime, and also the very-essence of rich blood and healthy flesh.
It has a remarkable effect on babies and children, insuring a healthy
growth. The problem is simple. Scott's Emulsion contains the actual
elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:-WATKINS & Co., Hongkong.

AMERICAN SYSTEM
OF
DENTISTRY

64, QUEEN'S ROAD CENTRAL.
CHADWICK KEW,
(LATE OF POATE & NORRIS).
Hongkong, 5th March, 1896. [47]

SIEN TING,
SURGEON DENTIST,
No. 10, DAQUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 17th September, 1895. [143]

DENTISTRY.

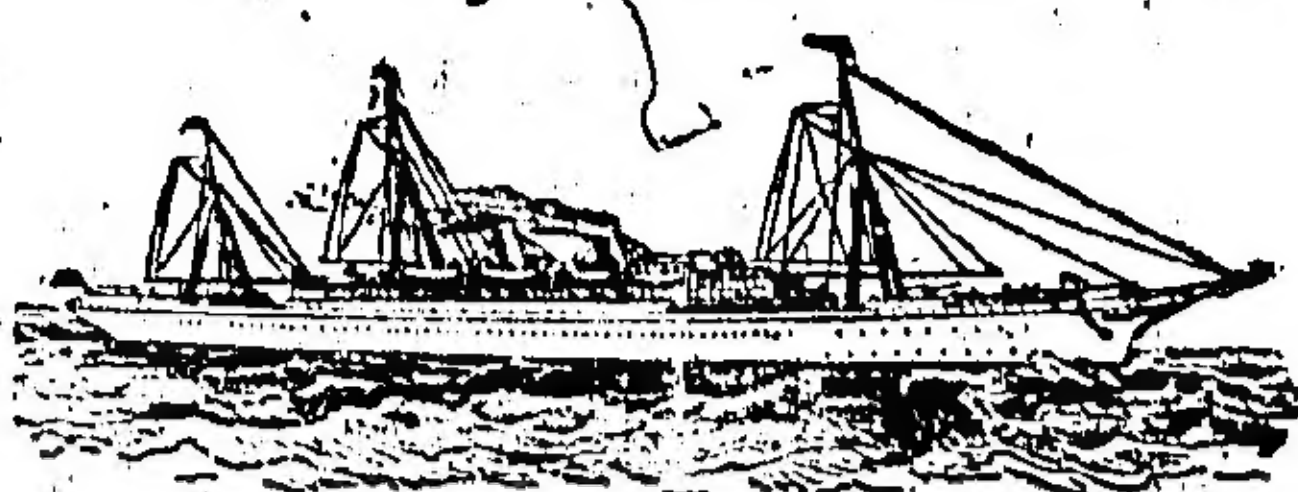
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

M. R. WONG, TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and formerly
assistant to Dr. Rodgers),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 17th July, 1896. [144]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA-OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for
9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 17th March, 1897.

D. E. BROWN, General Agent,
Fidder's Street. [3]

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Thursday, 1st April,
at Noon.

Belge (via Shanghai,
Nagasaki, Kobe, In-
land Sea and Yoko-
hama) Thursday, 22nd April,
at Noon.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 11th May,
at Noon.

THE Company's Steamship

"DORIC" will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
THURSDAY, the 1st April, 1897, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.
Hongkong, 13th March 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRINCE CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY TAINT,
DAMLER'S PATENT MOTOR LAMPS,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 10th May, 1896. [139]

U. S. MAIL LINE.
PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 13th April,
at Noon.

Puna (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 1st May,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea and Yokohama) Thursday, 20th May,
at Noon.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
TUESDAY, the 13th April, 1897, at Noon,
taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY on payment of £4 in addition to the
regular tariff rate.

Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago, to destination the
choice of direct lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in the service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, in Asiatic and Island Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full; values of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.
Hongkong, 13th March, 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRINCE CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY TAINT,
DAMLER'S PATENT MOTOR LAMPS,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 10th May, 1896. [139]

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERIAN GULF, CONTINENTAL and
AMERICAN PORTS).

THE Steamship

"KAISAR-I-HIND,"
Captain C. L. David, carrying Her Majesty's
Mails, will be despatched from this for BOMBAY,
&c., TO-MORROW, the 25th March, at Noon,
taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent,
Hongkong, 24th March, 1897. [15]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Tuesday... 30th March.

Bayern Tuesday... 27th April.

Prinz Heinrich Tuesday... 25th May.

ON TUESDAY, the 30th day of March,
1897, at 9 A.M., the Company's Steamship
"SACHSEN," Captain H. Symmer, with
MAILS, PASSENGERS, SPECIE and CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.

Shipping Orders will be granted till Noon on
SATURDAY, the 27th March. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 29th March, and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
30th March. Contents of Packages are required.
No Parcel Receipts will be signed for less than
£5 and Parcels should not exceed 7½ cwt. each
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.